

in Elizabeth-street South, No.

1. **Two-story terrace, Forbes-street,** finished Bedrooms and Sitting-room— if desired. The whole, or part, will remain.  
 2. **Apartments, in one of the best (asked for a period) will be let on liberal** will not be repeated. Address No. 22,  
 3. **Immediate possession, a Store, situated** the city, and a frontage to George-  
 4. **Hotel.**  
 5. **For a respectable family, one of** situated Houses, **Two Terrace, directly** in Dwellington-street, Washington-  
 6. **Bay—** of water. Apply on the premises,  
 7. **City-street.** Also a Cottage of five rooms,  
 8. **Apply as above.**  
 9. **Two-story, Chippendale, two Stone** finished four rooms, half-bath, detached  
 10. **is Bent, 22 2s. per week. Enquire of** my cottage.  
 11. **No. 100, in Crown-street, contain-** and well of water. Apply to Mr. JOHN  
 12. **Pin-street.**  
 13. **Two, No. 7, Gloucester-terrace,** finished. No. 7, Gloucester-terrace,  
 14. **is. Spacious sitting-room and bedroom** of kitchen. Water laid on. Terms  
 15. **Vaughan, agent, 140, King-street** of announcing to his friends and the  
 16. **was been favoured with instructions** in the city of Sydney, in the year 1854, in  
 17. **including a first-rate business, which may** is a certain complicity to a careful  
 18. **impression, and is an opportunity** to all other particulars may be known on  
 19. **at No. 11, Hill-street, Sydney.**

ago pleasantly situated on the five miles from Sydney, containing five men's room, and stable; also good garden and a quarter of a mile of beach. For Mr. H. IANE, on the premises; or to Mr. PATTER West.

**E. — To Small Capitalists and** only, a first-class Grocery Business, now and standing at a very low price, its one of the city, and is a leading thoroughfare going to and from Parramatta and beyond. Given for the present occupants at a value of only on the premises of Messrs. 190 (late 64), King-street West.

**Painter, Painter, Glazier, and** 190, South Head Road. Show least in an Apprentice wanted to the Painter.

**will be published, Russell's** and publishing, D'almer's little will be published. Here the House, price the Swallow, 3s. 6d., as sung by Miss of I've been there, Annie, 3s. 6d.

**F MUSIC are respectfully in-**terested in, for a limited number of iterations, selling off a large portion of, at one-half the publication price, for 2s. and upwards. Write to the next Bank of Australasia.

**GILLARD'S Pianosforte. Just** SH and CO., 494, George-street.

**all the London publishers.**

**LY BLY, now Neg o melody.**

**INES, in every shade of colour,**

TOMAS GARTON and CO., Wynyard  
 of a most costly description,  
 TOMAS GARTON and Co., Wynyard  
 TS.—Just opened, three (3) cases  
 TOMAS GARTON and Co., Wynyard  
 red Tucked and Flounced Robes,  
 TOMAS GARTON and CO., Wynyard  
 Shines and Boots on sale by  
 on sale. **TOMAS GAR-**  
 GARDON House, 210, George-street.  
 Just opened, **TOMAS GAR-**  
 GARDON House, 210, George-street.  
 D OF the Lease, License, and  
 and Horses, together with Furniture  
 of the best houses in Sydney. The  
 leave the colony, will treat with any  
 to undertake the same business. For  
 on the premises, **W. J. JOHNSON**  
**MANFORD**, by John Broad-  
 ad opened by the undersigned. One of  
 received in Sydney. **W. J. JOHNSON**  
 Sydney.  
 ndy's beautiful Ballad, "The  
 THOMPSON and CO., 314, Pitt-street.  
 Billings each. **SHAW and CO.,**  
 311, Pitt-street.  
 Stores of the undersigned.—  
 ice-Babel Bags. **HENRY CLARKE,**  
 31, Market-street.  
 POTATOES,—prime quality.  
 RMONTH, Church-hill.

AGE patent, 1 to 3½ inches.  
CAMP, 41, King-street.

For Sale, a First-rate House Dog,  
see North.

For sale, in large or small quanti-  
ties, STEPHEN FUTER, Jaques'.

ES.—Now loaded, and on sale at  
HILLIS, MOORE, and CO., Wyndes-  
ore, or, see, red size.

PORTER on Sale, by the  
dozen cases, warranted, in prime condi-  
tion, CO, Sole Agents.

ound, at 4½. per lb., at C.  
Head Road. Families supplied on the  
spot to any part of the town. All orders

been instructed to select two  
partially cleared, with homestead, &c.,  
in districts.

ing numerous applications for  
farms, proprietors having the same to  
furnish him with particulars thereof.  
North.

ES.—Mr. SHARP, Surveyor and  
the following properties in his hands for  
town

the Howebury  
town of Liverpool  
Palmer-street, Woolloomooloo.

private contract, a mixed herd of  
consisting of 1000 head, more or less, with  
the Cattle are now running at Kem-  
meston River, and can be delivered at the  
locations to be made to S. W. COOK,

61, George-street South, the  
together with the furniture and medical  
instruments purchasers will have satisfactory  
specimens. Apply on the premises.

**LIAMS** have for sale, in Cleve-  
Hills, a faithfully-built Cottage, com-  
kitchen, yard, garden, and well of  
water. For further particulars apply  
to King-street.

**LIAMS** have received instruc-  
tion to contract, or to let on lease for a term  
of years, at Farnham, beautifully situated  
near Farnham to Elizabeth Bay. Each  
containing, large garden and water. For  
particulars apply to King-street.

**SIGNED** have for sale—  
hardware  
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C. S. American shovels  
shinable rope  
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**IREDALE AND CO.,**  
57 1/2, George-street.  
F (foot of Market-street).—FUR

**FUCHS,** via  
school, factory, or smith's use  
or house delivered  
smith's  
at a room or at warehouse.  
il, very cheap  
LINDSEY, via

boards, battens, joists, resawing,  
boards, shingles, laths, &c., &c.  
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**MORRIS and CO.**



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**MERCANTILE AND MONEY ARTICLE.**  
Wednesday Evening.

SINCE the discovery of our gold fields and the great increase (consequent thereon) in the desertion of seamen from Sydney and other of our Australian ports, it has been constantly declared that Newcastle was the chief place of concealment for deserters—they having many facilities readily afforded them by coasting vessels to reach that port, where they remained until surprised by the departure of the ships from the port whence they had absconded. It had been hoped that a somewhat stricter system of police surveillance would be carried out; and when the Legislative Council in the session of 1853 passed an Act to amend the Laws relating to the engagement, discharge, and desertion of seamen, it was naturally expected that Newcastle would be included in respect to the provisions of the new law as it related to the concealment and harbouring of runaway seamen. One of the most important features of the Act, however, namely, that which regulates the common lodging-houses for seamen, this expectation has been disappointed. The new Act con-

tain no less than ten most stringent and well-considered sections, providing for the licensing and registering of lodging-house keepers for seamen: the penalties for infringing the prescribed regulations are heavy—the mode of cancelling the licenses for misbehaviour being as drastic as the law allows. The regulations are not too onerous. The lodging-house clauses are exclusively confined to Sydney: neither Newcastle nor Moreton Bay both free ports, are named; and the consequence is, that runaways have just the same facilities of concealment as before, notwithstanding the appointment at both Newcastle and Brisbane of experienced officers as Shipping Masters. In addition to this blunder, the executive directed that the duties of Water Police Magistrate at Newcastle should be undertaken by the sub-collector of Customs—thus increasing the number of officials of which was directly made apparent, seeing that the duties were heavy and that the staff of the Customs department at Port Hunter, and which include both Newcastle and Moreton Bay, rendered it impossible for Mr. Bolton to perform the onerous service demanded from

Water Police Magistrate. The tact of the Shipping Master, Lieutenant Seaver, R.N., some measure diminished the mischief of the attempt to amalgamate totally opposite duties, but as that officer had neither boat, constabulary messenger at his command, deserters, not only from the coast but also from the fishing vessels lying at Newcastle and Morpeth, as found that they could readily secure refuge from any danger of detection by the police. This state of things having at length been brought before the Government in such a shape as could not admit of the matter being any longer suffered to remain in so unsatisfactory a condition, the Governor-General has directed the Water Police department of Newcastle to be remodelled. The Water Police Magistrate, Major J. C. Mann, will assume the duties of a constabulary magistrate in addition to the ordinary duties of his office, which, as regards police business, has little beyond the difficult control of refractory runaway sailors. A sufficient constabulary force is to be appointed for harbour duty; a

as the shipping Master's department found to work extremely well at Newcastle, — the arrangements of the office displaying the somewhat novel results both seamen and their officers being satisfied with the action of the Shipping Master, it is to be hoped that the evils of which complaint previously had been so long, but unavailingly made, will now be vigorously met and overcome. In illustration of the new business of the Customs' department at Newcastle and Morpeth, and in proof of the policy of saddling the Sub-Collector with police-duties, entirely alien to his office, we refer to the rapidly increasing amount of imports shipped, *occasionally* from the above ports in Port Hunter, and entered in the Customs House, outside of the official limits of the neighbouring colonies, and elsewhere, in the years 1852, 1853, and the first half of 1854. In 1852, the exports from Port Hunter *occasionally*, amounted to £62,933; in 1853, £59,523; but during the *first six months* of 1854 they amounted to £87,570; being with

£1953 of the ocean exports of the *twelve* months of 1853, and exceeding those of 1852, for the same period, by £24,637. Newcastle, we may observe, speedily availed herself of the advantage of the new trade to the great port. During the first six months of 1854 the exports of her district exceeded those of the corresponding half of 1853, Customs' returns, her direct exports, amounting only amounted to £10,507; being less than £77,063 than the value of her ocean exports during the corresponding half year of 1854. The total value of the exports the products of the Hunter River districts, seaward to the coastwise, during 1853, was £809,956. The increase in every branch of industry during the present year promises a total export return of not less than £1,000,000 sterling. The imports, which, for the record can (according to the present Government's statistics) be kept, are assumed to amount from 20 to 25 per cent. in excess of the whole value of the exports.

The Report of the Select Committee on Steam Navigation, and the Report of the Select Committee on the Post Office and the Australian Colonies was presented day to the Chamber of Commerce. It was a

dered to be printed, and after revision will be understood, be made public. The report is an able and lengthy document, and appears to touch upon every point of interest connected with the commerce of the colonies.

Messrs. Mort and Co. offered several properties to-day. Some of them were withdrawn, but an eligible allotment in Barrack-square, 11 feet 8 inches frontage, sold at £65 per foot.

Mr. Woods sold 23 acres of land at the North Shore at £25 per acre. The land advertised for sale at the corner of Kent and Cresce streets by Messrs. Purkis and Lambert was withdrawn. A variety of wines, &c., were offered by Messrs. Dean and Co.; and J. Burgess sold a quantity of porter, ale, and wine.

The tea market sales of the latest dates, as by Messrs. Layton, Hulbert, and Co.'s circular of the 8th May, are thus described:

The principal event of the last ten days has been a large pu sale, consisting of 40,000 packages, which began on the 3rd inst. and continued till the 10th. The sale has been the most animated, and prices of all black teas have been advanced, and the larger proportion of which were covered with all fair bids. The prices of the various grades of teas, as well, and in all cases at better prices. We estimate the advance to be from 10 to 20 per cent. on all grades.

[illegible]

South Head Road, 4 ditto  
Ditto, 4 acre  
Waverly, 3 acres  
Ditto, 4 ditto.

**Auction and Estate Office, King-street.**





# The Sydney Morning Herald.

No. 5363.—VOL. XXXV.

THURSDAY, AUGUST 17, 1854.

PRICE THREEPENCE.

## SECOND EDITION. EUROPEAN NEWS, BY THE LADY JOCELYN.

THE GOVERNOR-GENERAL, STEAMER, CAPTAIN GUY, which arrived at the wharf at one o'clock, to-day, has brought on the mail by the LADY JOCELYN.

We lose no time in presenting to our subscribers the intelligence as furnished by the Melbourne papers.

(From the M. M. Herald.)

The news from the seat of war is highly interesting. There has been no great engagement, but the contest is now gradually extending itself all over Europe. Bombardments are going on at various places, at Silistria, Riga, Hango, Sebastopol, &c. Some brilliant achievements have been effected in the course of the several actions; the performance of the steamers Arrogant and Hecla are particularly noticeable. Eight thousand French troops had been posted in the Pireus. Lord Raglan was at Schumla with Omar Pacha, reviewing the Turkish troops.

The Russian fleet had not made its appearance at Sebastopol to encounter the allied fleets stationed there.

A German confederacy had given its adhesion to the Austro-Prussian treaty. Warlike preparations were being everywhere made.

A rupture between Austria and Russia was daily expected.

The Russian Government was reduced to the meanness of issuing unconvertible Treasury Bonds.

The wreck of the Tayleur sold at auction for £480.

The Money Market was very tight. Consols were quoted at 92, having advanced from 91½, & at which the market. A loan on Government securities would be effected at 2 per cent.

### LONDON.

(FROM OUR OWN CORRESPONDENT.)

June 3, 1854.

Ministers have been defeated on two occasions, by majorities of 9 and 4. They have since withdrawn several measures.

It is understood that a distinct minister—that of minister of war—will be at once created. Lord Palmerston is named as the new minister. The Victoria Constitution has reached Downing-street, but it is reported that nothing will be done this session in the matter.

The war progresses slowly. The Russians have made a desperate but useless effort to take Silistria. Omar Pacha, after a conference with Lord Raglan at Schumla, is advancing to raise the siege with 90,000 men. English and French troops are advancing to Schumla.

A forward movement of the main body of the allies was hourly expected.

Sebastopol had been "shelled" experimentally, but the fleet was waiting for reinforcements by land.

Some dashing cutting-out affairs have taken place in the Baltic. Admiral Napier was anchored before Port Hango, ready to bombard it. Some "Shelling" had taken place.

Austria has sent an ultimatum to Russia demanding the evacuation of the Principalities, but we are doubtful of the sincerity of this, and treachery is still suspected in that quarter.

The King of Portugal landed at Southampton this morning, and is now in London.

Arrivals from Port Phillip: Marco Polo, Kangaroo, Aberfoyle, Kent, Constant, Francis Ridley, Surry.

## THE WAR.

### FIGHTING IN THE BALTIC.

#### BOMBARDMENT OF HANGO.

DESTRUCTION OF THE FORTS, WITH GREAT LOSS TO THE RUSSIANS.

GALLANT EXPLOIT OF THE ARROGANT, AND HECLA.

The following appeared in the second edition of the Daily News of yesterday:—

We have received the following communications, which give some interesting particulars of the recent operations in the Baltic. It will be noticed that our letters bear date three days later than the despatches of Admiral Napier.—

DETAILS OF THE BOMBARDMENT OF HANGO.

Hango Roads, May 25. We are at this moment under the batteries of Hango. The fleet, or at least that portion of it now present with the commander-in-chief, arrived here on the 20th instant, and anchored within range (extreme) of the enemy's guns.

The walls and embrasures crowded with Russian soldiers, who stood at their quarters as we approached. They did not fire upon us. We took up our positions unmolested, and we showed similar forbearance towards them. The ships and forts remained silently watching each other's movements until yesterday, when the programme was altered for one of a more exciting character.

Three insular forts protect the entrance to the harbour, massive structures, composed of huge blocks of granite, casemated, evidently heavily armed with guns as well as mortars.

The principal fort, called Gustavus Svard, sweeps the approach to the harbour with a long tier of guns, en barbette, and also from casemated batteries beneath. The other forts, Domant's Holm and Gustavus Adolphus, to the seaward of the central fort, rake the entrance, and are pierced with embrasures looking to seaward. The shore all around is covered with masked batteries, raised in commanding positions, concealed by trees and branches, and not very readily distinguished.

We all felt that we were about going into action yesterday, as boats were observed on the previous evening, from the flag-ship, sounding the different channels, and laying down buoys, within range of the fortifications. The marines and small armed men were mustered for field service, and every disposition apparently made for landing a force, or having a storming party in readiness to act, as soon as the batteries were breached.

In the afternoon, the Dragon, Captain Wilcox, was ordered to take up a position close by an island, where a buoy had been previously laid down. This position flanked the principal fort, Gustavus Svard, and only two guns evidently, out of the many that mounted the walls, could be trained to bear upon her. The vessel was now ordered, by signal from the flag-ship, to try range of guns. She immediately opened fire. The first shot—the experimental one—was good in direction, but fell a little short; the second struck the fort about the centre of the wall; the succeeding ones commenced plunging up the turf forming the breastwork on the summit of the walls, and sending the fascines and sand-bags flying into the fort in profusion. After the second or third shot the fort replied. The ship and fort thus continued the engagement for about three hours, during which several of the Dragon's shells burst right over the centre of the fort, and must have caused severe loss. Two of the shells which struck the walls did considerable mischief, smashing up one of the embrasures. The engagement was not a rapid one, on the contrary, a slow and steady fire was maintained on both sides. The Magicienne was ordered somewhat later in the day, to a corresponding position on the opposite side of the small, narrow, rocky island in question, and opened a effective fire upon one of the masked batteries on the land side, into which she threw several shells. The battery replied with shell, and it is thought with red-hot shot, but the Magicienne was evidently out of range. The Silistia next joined the group. The Hecla, Captain Hall, was employed in engaging the Gustavus Adolphus. Several of her shot and shells told with great effect. All the shots from the fort against the Hecla fell short. The Hecla remained at her anchorage for the night. The other steamers were recalled about half past four. The guns on the forts were worked at extreme elevation. The fire was therefore rather a plunging one, and but little ricochet in consequence. The Dragon alone had any casualties—one man killed, and another wounded. She was struck three or four times.

A division of the fleet has been left cruising under the orders of Admiral Corry, not far distant. Admiral Plumridge is also away on detached service. Admiral Chads is at present in the Edinburgh.

The Arrogant and Hecla have taken a fort of four guns, and after a spirited engagement with the Russian troops, on the banks of a narrow river, succeeded in capturing a beautiful barque off with it triumphantly before the astonished gaze of the soldiers, whom they repulsed to a most respectful distance. The Arrogant had one killed and one mortally wounded, but still living. Lieutenant Read, of the Hecla, has been wounded in the eye by a Minie ball. The Dragon also gallantly cut out two splendid brigs from Revel on the 21st. She ran into Revel previous to proceeding on a reconnoitering expedition towards Helsingfors, when she was recalled by the Lightning, and arrived this morning in time to exhibit her good gunnery on the fort in presence of the squadron. We have the following force at present: Duke of Wellington, St. George (which joined on the 19th), Princess Royal, Cressy, Caesar, Blenheim, Edinburgh, Hogue, Austerlitz, Arrogant, Penelope (arrived on 19th), Imperieuse, Magicienne, Aragon, Basilisk, Lightning, Hecla, Gorgon, Tyne (wreath). I think I have now given you most of the interesting news.

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pieces) and a Russian helmet. The senior Lieutenant, together with two seamen of the Hecla, were severely wounded in the affray, and one man was killed. The Arrogant had one man killed, one severely wounded, who died the next day, and three wounded. The loss of the enemy is unknown, but is supposed to have been considerable. The Arrogant and Hecla, on coming into Hango Bay, received three hearty cheers from the crews of the various ships, the Duke of Wellington hoisting the signal, "Well done, Arrogant and Hecla."

On the forenoon of the 22nd the Magicienne, 16, Captain Fisher, and Dragon, 6, Captain Wilcox, anchored off Hango. The Dragon, during her cruise in the Gulf of Finland, reconnoitred the port of Revel. Perceiving therein two of the enemy's vessels at anchor under the batteries, she attempted to capture them, even at the risk of being severely handled. The gallant captain of the Dragon took up such a position that the guns of the fortress could not be brought to bear upon him. Shot after shot was fired by the enemy, but each fell wide of its mark. In a short time the two vessels were taken, and were towed into Hango Bay by the Dragon on the following morning. An excellent opportunity of proving the range of the large pivot guns placed on the forecastles of steam vessels was afforded this day. The Dragon, Basilisk, and Magicienne, having signified a wish to try the effects of shot and shell at long range, it was intimated to them that no better target could be found than the fort of Gustafsvärn. These vessels accordingly anchored off the fort, at a distance of about 1500 yards, and a period of two hours kept up a constant bombardment. A great many of the shot and shell fired by the Dragon pitched on the enemy's fort, and must have killed several of the men stationed at the guns, besides causing great destruction to many portions of the fort itself. The enemy returned the fire slowly, but their guns were well laid, as the Dragon was struck by no less than 20 shot, 15 of which penetrated her hull, one of them entering her shell room, but fortunately causing no material injury. One of her men had his leg shot off, and died shortly afterwards. The Magicienne, 16, Captain Fisher, dropped some shell on the centre of the fort, which appeared to cause considerable damage. The Hecla, Captain W. H. Hall, in the meantime tried the effect of her large pivot gun on the smaller fort of Gustaf-Adolph, but after having discharged a few shot and shell she was ordered to cease firing. It is expected that the fort of Gustafsvärn will be attacked to-morrow by a portion of the fleet. Four line-of-battle ships would take it easily.

The *Journal de St. Petersburg* of the 26th ult. states that, on the 22nd May, the allied fleets, under Admiral Napier (which, as that voracious journal adds, had just been augmented to twenty-six sail of the line by the arrival of the French fleet), attacked the advanced fortifications of Hango, consisting of Gustafsvärn, Gustaf-Adolph, and Skansholm. The attacking force consisted of 6 steamers, which, for the space of five hours, discharged broadsides of heavy shot, and threw shells of 68 and 96 pounds on the Russian works. At the end of this time the steamers were forced to retire, considering damaged by the fire from the Russian batteries. The Russian loss is stated at none killed and eight slightly wounded. The Emperor, in consideration of this brilliant exploit, has raised Lieutenant-Colonel Moller, who commanded the batteries, to the rank of Major-General, and distributed various orders, together with a gratuity of one silver rouble to each man engaged in the affair.

**OPERATIONS IN THE BALTIC.**  
MR. THOMAS, private R. M., severe contusion of foot.  
Joseph Brown, A. B., slight contusion of loins.  
Thomas Brunner, ordinary, contusion of hand.  
Signed J. GALLAGHER, M.D., Surgeon.  
Signed H. R. YELVERTON, Captain.  
List of wounded on board Her Majesty's ship Hecla, May 20, 1854.  
Captain W. H. Hall, captain, slightly wounded; bruise of right leg from a spent rifle ball.  
O. Crew Read, first lieutenant; a severe but not dangerous wound of left eye and cheek, from a spent rifle ball.  
T. Brock, pilot, slightly wounded; bruise of right thigh from a splinter.  
T. Lambourne, boy, 2nd class; a severe but not dangerous flesh wound of left arm, from a rifle ball.  
John McCarthy, ordinary; hit by round shot, and afterwards drowned.  
(Signed) ROBERT TOTTINGER, Surgeon.

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The *Journal de St. Petersburg* of the 26th ult. states that, on the 22nd May, the allied fleets, under Admiral Napier (which, as that voracious journal adds, had just been augmented to twenty-six sail of the line by the arrival of the French fleet), attacked the advanced fortifications of Hango, consisting of Gustafsvärn, Gustaf-Adolph, and Skansholm. The attacking force consisted of 6 steamers, which, for the space of five hours, discharged broadsides of heavy shot, and threw shells of 68 and 96 pounds on the Russian works. At the end of this time the steamers were forced to retire, considering damaged by the fire from the Russian batteries. The Russian loss is stated at none killed and eight slightly wounded. The Emperor, in consideration of this brilliant exploit, has raised Lieutenant-Colonel Moller, who commanded the batteries, to the rank of Major-General, and distributed various orders, together with a gratuity of one silver rouble to each man engaged in the affair.

**THE CAPTURE OF THE TIGER.**  
Our correspondent at Plymouth has been favoured with the following interesting particulars of the capture of the Tiger at Odessa, from a letter received by Mrs. Donville, the wife of Mr. H. I. Donville, the surgeon on board that ship, and who is one of the prisoners. It appears that the party are treated with great kindness by the captors.—  
"ODESSA, May 5.—Left Sebastopol with the Vesuvius and Niger on the 11th. A dense fog came on, which continued all night. About six on the morning of the 12th the

ship struck the ground, and when the fog cleared we found we were about 150 yards from the beach, and about five miles to the south of Odessa. Every effort was made to get the ship off, and guns fired to call the attention of our consort, but without effect. Some of our guns had been thrown overboard, and others moved to lighten the ship, so that when the batteries on shore opened their fire, one gun only could be fired, and that with little or no execution. The captain and four others were struck down with wounds, and in less than ten minutes from the commencement of the firing, the ship was in flames in two places. We struck our colours, and hoisted Russian in token of surrender. We were obliged to leave the ship in a great hurry, but permission was given to take what we wished on shore. Nothing could exceed the extreme kindness of our captors, and we are told to ask for all we want. We are very well, and the crew are as happy as circumstances will permit. General Osten-Sacken and other Russian officers have been very attentive, and have called on the captain and officers."

The captain was progressing well, and it was expected that in about eleven days they would be granted parole, and be quartered in the town. At the time of writing the prisoners were in the quarantine ground. The writer speaks highly of the kindness and consideration manifested by Madame Osten-Sacken, who, feeling much interested in the fate of a young midshipman who died of his wounds, caused a lock of his hair to be cut off and set in a locket, which is intended to be sent to his friends in England.

Mr. Giffard, the midshipman of the Tiger, was a nephew of the captain. He died directly he was taken on shore. The poor fellow was a native of Cawsand, and his friends reside there. We are informed that the ball that struck him was the same ball that struck Captain Giffard, and that it was fired at a distance of three miles and a half; a fact which, if true, shows that the Russians have guns of a very long range.

**THE WAR.**

The proceedings in connection with the war are of general interest, though not yet of that importance which the public impatience so anxiously desires. Since the bombardment of Odessa our ships have kept possession of the Black Sea without being able to tempt the Russian fleets to appear even at the entrance of their ports. Unfortunately the Tiger, an English steam-frigate which ran aground near Odessa, was attacked by artillery sent from that city, and before she could receive any assistance, was compelled to surrender, one midshipman being killed, besides a great many of the crew wounded, and Captain Giffard, the commander, having his foot shot off. The vessel was quite powerless, being unable to use her guns with any effect, but the Russians could not get her off afterwards, and poured red hot shot into her, by which she blew up. The crew, numbering upwards of 200 men, were taken into Odessa as prisoners, and it appears by letters from the Captain and surgeon, that they have been very well treated.

Among the complications that have arisen in this Eastern business, not the least curious, and at one time threatening, has been the recent differences between General Baraguay d'Hilliers, the French envoy at Constantinople, and the Porte. It is said also that the General was not on the best of terms either with Lord Stratford. We can readily imagine the extreme danger, not to say impolicy, in an estrangement between two powers, one of which had sent its troops to assist the other, and the triumph which Russia would have derived from it. Nor was it a good example to the Turkish Cabinet, the members of which were as they always are, quarrelling among themselves, and intriguing to obtain the ascendancy. No doubt Russian gold has had to do with this. With regard to Baraguay d'Hilliers, however, the French Government, acting as it has done throughout, with the utmost loyalty towards England, has recalled him, and he will have some post given to him nearer home, where his over hasty temper can do less harm. Probably he will take the command of the camp that is to be formed at St. Omer, destined, if needed, for the invasion of the Finland provinces. Lord Stratford got some of the Greeks exempted from expulsion, and d'Hilliers then made a sweeping demand for an enormous list to be similarly favored. This could not be acquiesced in, and hence the breach which made him threaten to demand his passports. Verily the Porte has enough to do to humor and pacify its Christian allies! In the meantime, General St. Arnaud is expected to be Commander-in-Chief and Plenipotentiary, so as not to have conflicting powers vested in two representatives of France. A great deal of valuable time is consumed in the preparations that have to be made for accommodating the allied forces ere they take the field: and we hear a great deal of the superior commissariat and other arrangements of the French, and of our own defective plans. I make great allowance, however, for the good old English privilege of "grumbling." We could never get on without it, because John Bull, after he has found fault lustily with everything and everybody, including himself, turns round with most excellent facility, and lauds himself up to the skies. No doubt we have much to learn of our neighbours, and probably they do study comports more than appearances, so their soldiers benefit accordingly; but the French have had great difficulties to contend with, like ourselves, and have not at the moment been able to contend against them all. Up to the last moment, not desiring war, we have jointly hoped for peace, and thus are less prepared than we might be; but surely wonders have been done,—the transport of a large force some thousands of miles not being a small thing to accomplish. Great inconvenience is experienced from the fact of the horses in Turkey, though hardy, being too small to mount our cavalry well, and the French chassours are in the same predicament. Then the spacious and splendid barracks at Scutari, where our troops are located, have been swarming with vermin, so that several regiments prefer "camping out." This is rather strange, for the Turkish hospitals are models of cleanliness, and I presume the Eastern warriors have left these little mementos behind for Saxon initiation into their social habits. The troops, however, enjoy good health generally, and when they are cured of the tendency to imbibe the cheap liquor that is sold near their quarters, they will be still better. Some amusing and not very creditable scenes have arisen during the excitement of fraternisation and jollification. One uncouth Highlander had bestowed his kilt upon a wee Frenchman, and when brought before the officers next morn for being drunk presented the most extraordinary appearance, with his long red trousers, short British jacket, and towering bonnet and plumes. As the whole, the soldiers of the two countries agree amazingly well, and express mutual and I believe sincere admiration of each other, predicting

glorious results when once they get in the field against the enemy. The Turks admire the French most, probably on account of their long pointed boards *a la Henri Quatre*, but they evince the utmost astonishment at the size and drill of our foot guards. The huge bear skin caps are totally inexplicable to the Mussulmen. In campaign it is clear there must be some alteration in the dress of our men. They are tightened and strapped up so grievously with their cravats, bands and packages, that they faint upon the march. Here the French are said to excel us again, and also in their cooking and other contrivances; but active steps are being taken to remedy this; and even our lords and right honourables with the household brigade as said to be turning out omelettes and broiling steaks, by the aid of Sayer's book and stove, in a way that would perfectly astonish the lady frequenters of Almack's, accustomed to the easy indifference of ball-room companions. It is astonishing what moral courage will do beyond mere physical strength. While many of the privates, with the best possible feeling and a determination to act as British soldiers should do when the "tag of war" comes, are writing home doleful complaints to the girls they leave behind them; their officers take things generally as they come, treat privations as a matter of course, and perhaps even as a good joke if ever they return to tell it, and delight to prove that a gentleman can make himself useful if required. The army at large are getting impatient to be led against the Russians, and when we get our cavalry mounted we shall no doubt move to the aid of Omar Pasha. Silistria is closely invested by the Russians with an immense force, and cannot long resist the heavy battering force brought against it. The commander is a first-rate officer, and has several times repulsed the besiegers. What he wants, however, is a large force to cause a diversion without, and is, Omar Pasha seems restrained from attempting, having strict orders to run no risk, and await the allies. Lord Raglan, Marshal St. Arnaud, and the others, hold a council of war with him at Varna, and the plan of action will then be settled. Even if Silistria fell, regrettable as would be the loss of so many fine soldiers, I do not see that the Russians could possibly hope to make head long. It is only a question of time, as I conceive, and they must be driven out of the provinces. Probably they would be too glad to go, but that very shame will compel them to show fight. Our fleet has not yet attempted anything against Sebastopol, and if we can spare troops to land in the rear of the fortress, it will give us a better chance. The Sultan has been giving grand dinners to the Duke of Cambridge and the Prince Napoleon, and receiving them very cordially, allowing for the restraint which eastern customs impose. I fancy our cavaliers will get more honour than a amusement, the Mussulmen being too phlegmatic to be agreeable companions, and the great charm of society—women—being entirely wanting. A few of the more enterprising of the young officers have tried to get a glimpse of the veiled beauties, and have succeeded, though intruding against the rules of etiquette, and being severely reprimanded; whether the grapes are sour I cannot say, but certain it is that some of the Sultan's ladies seen in their own-drawn cars at the Valley of Sweet Waters, are reported as yellow and "puffy." Perhaps they are not fair specimens.

It has been remarked that objections are raised by General St. Arnaud against the correspondence of newspapers accompanying the army, and that he is trying to get Lord Raglan to agree with him. This narrow-minded policy, however, can never be carried out. The press now is the fifth estate, and expends enormous sums to keep the public well informed, as undoubtedly it has a right to be. The Government cannot attend to these things; and if it attempted them its bald and skeleton dispatches would excite little interest. There can be no danger from recounting facts, since the enemy would not see our journals back until long after they were stale as news; and as to intended plans our public writers are too patriotic to reveal them, even if they came to their knowledge. Even the Russian Government finds it necessary to publish a readable account of what occurs, but I suspect the strictures imposed on our soldiers by their tight accoutrements, heavy baggage, &c., are not much liked at head quarters. The army and the public will at least be grateful. The *Times* has Mr. Russell, a barrister, at £1000 a year, and the *Cronicle* Captain Maxwell. The other papers are also ably represented.

Turning to the Baltic, we find there has not been much done beyond preparation. The weather has been very cold, with dense fogs at times, the same as in the Black Sea, and the Russians having taken up the buoys, and ceased to illumine the lighthouses, our ships have to creep very cautiously. We find too, that many of their charts, published before the war was thought of, are very incorrect, and describe places as having deep water, where it does not in reality exist. Some of our ships paid a visit to Liban, and captured all the Russian merchant vessels that were there, no resistance being attempted, as the place is not fortified. At Hango Point, which is in the entrance of the Gulf of Finland, an outer fort has been taken, and we shall soon hear of decided operations. Sir Charles Napier has formidable obstacles in stone walls and shallow water to contend against, and will wisely seek to spare his men and ships. The great work seems to be of gun-boats, and we are fitting these out as fast as possible. As to the probability of our attacking Cronstadt, I can only say I think there is little doubt upon the matter. We have had home an English engineer, who lately served there, and who considers it by no means impregnable; and the Emperor Nicholas, who is still very indisposed, is stated to be seriously apprehensive about St. Petersburg. Several of the bridges on the Neva have been destroyed, it is said, and the granite thrown into the river, artillery is placed on the others, and various buildings have been levelled so as not to impede warlike operations should the fleets approach. Trade suffers dreadfully, and several failures have occurred, while one party writes that even Count Nesselrode was hissed in the streets! To keep up the enthusiasm of the people, however, the religious element is introduced as much as possible.

Some anxiety has been expressed about the gold ships coming home, and the Russians, it was thought, would get many a prize. From what has been stated, however, in Parliament by ministers, they are sharply looked after, and even if they made a capture, would not be very likely to get safe away with it. The Russian navy includes but few steamers, and most of these are in the Baltic, closely hemmed in. Our South American fleet ought to suffice to protect all ships coming from Australia by way of Cape Horn; at Batavia, as we know, the Russians have some ships of war, but we

have several to meet them there, if necessary. The Russians had on the 15th March last, the Pallas frigate, the Olivant, corvette, the Prince Menschikoff, transport, and the Yostok, tender. We have in the Straits, the Lily, of 13 guns; the Spartan, of 28, the Grecian, of 12 guns; and in the Chinese waters the Bittern, 12, the Comet, 14, the Encounter, steamer, 14, the Rattler, steamer, 11, and the Styx, 6 guns. The French have, the steamer Colbert, 6 guns, and the Constantine, frigate. At Valparaiso, however, the Russians are said to be mustering strong, and boast of having fourteen ships of war at Kamtschatka.

**NEW COLONIAL MINISTER.**  
A very important administrative change is on the cards here. You will have heard in my former communications that the Duke of Newcastle was Minister of War, and you may suppose he has been pretty hard worked, having the Colonial Department to attend to, strange to say he has managed to get through his duties somehow, and is much praised accordingly. We have the authority of inspired writ, however, for asserting that no man can serve two masters, consequently I feel justified in learning by an answer which Lord John Russell gave in Parliament, that a Fourth Secretary of State is to be created; who is to receive the appointment has not yet transpired; but no one doubts that the Duke of Newcastle will have his choice. If he prefer "war's alarm" he will leave the Colonial Department; and, seeing he has been better there than his predecessors, I feel particularly anxious about his successor. Possibly he may elect to continue in his original office, and if Earl Grey could pull with this Ministry, he would do well to attend to the army, having studied their wants.

**POSTSCRIPT.**  
6 o'clock evening.  
The political news to-day is very favourable. The King of Greece has promised strict neutrality, and the Greeks being occupied by French troops will make him keep his word. This is another nail in Nicholas' coffin. The Austrian Government is said to be likely to come to a direct breach with Russia, but I don't much rely on this. The Turks, 90,000 strong, are marching against the Russians on the Danube, by advice, it is said, of the allied generals; and the British and French troops, to the number of 40,000, are being embarked at Constantinople for Varna. In the meantime, the Danube has risen so as to flood the Russian batteries, and 18,000 Russians on the side nearest the Turks are in an awkward position, and the bridges being down may be cut off. We shall hear of a great battle probably in a few days.

From the Baltic the news is also good, and Napier is preparing to strike a heavy blow. The funds have risen to-day, and everything wears a better aspect. Money rather easier, and the Exchequer bills due likely to be renewed.

The report upon Mr. Stonor's case is out; you will see it in the documents I forward. The Duke of Newcastle is merely blamed for inaction.

Consols, 92½—rise of 1½ per cent. this week.

**DESPATCHES FROM ADMIRAL NAPIER.**

Her Majesty's Ship Arrogant, Skagaedden, May 20, 1854.  
Sir, I have the honour to inform you that I came into the inner passage yesterday, in company with the Hecla, for the purpose of examining the channel.

At three in the afternoon, just as I was about to anchor a little beyond Tervernine, a strong force of the enemy's troops opened their fire upon both ships from behind an extensive sandbank; the effect, however, of a few broadsides from the Hecla, and this ship soon dispersed them.

No one, I am glad to be able to say, was hurt in either vessel. I did nothing to provoke this attack on the part of the enemy.

I ascertained from a pilot who lives here that three large loaded Russian merchant ships were at Ekness, eight miles to the northward. I lost no time in proceeding there early this morning; but did not expect to find the enemy so well prepared to receive me. Owing to the Hecla's light draught of water she led the way; a task not easy to perform in a narrow and intricate passage, exposed as she was to the first of the enemy's fire.

In addition to a field battery of five guns (two of which I dismounted) and one mortar, they had erected a strong battery which they supplied very efficiently. Captain Hall succeeded in dismounting and bringing off three of the guns. The engagement lasted longer than I expected, as they returned to their guns twice in the midst of our fire and were only compelled to leave them when their guns were destroyed by our shot.

On reaching the anchorage of Ekness, I found that two of the merchantmen were aground, but Captain Hall brought out one under the fire of a battery which my draught of water would not allow me to near sufficiently to completely destroy. I most carefully avoided firing one shot in or near the town of Ekness, directing the whole of the fire of the guns exclusively to the batteries and troops attacking us, which consisted, in addition to the brigade of horse artillery, of a considerable body of cavalry and infantry, moving abreast of the ship as she advanced.

I cannot give sufficient credit to Captain Hall for the assistance he rendered me on this, as on all other occasions, since he has been under my orders; the admirable way in which he went in and brought out his prize under a galling fire from the enemy, deserves the greatest praise.

I beg also to call your favourable notice Lieutenant H. V. Haggard, senior lieutenant of this ship, whose services, at all times most zealous, were particularly displayed on this occasion, and also that of the whole of the officers, seamen, and marines of her Majesty's ship under my command.

I regret to say that I had one man killed and five wounded. I must not omit to mention how very highly Captain Hall speaks of Lieutenant Crew Read, First Lieutenant of the Hecla, for the support he had from him throughout the engagement, until he was unfortunately wounded and carried below; as also from the officers, seamen, and marines of Her Majesty's ship under my command.

I beg leave to enclose herewith a list of casualties on board the Hecla and Arrogant, in the engagement.—I have, &c.,  
(Signed) H. R. YELVERTON, CAPTAIN.

**KILLED AND WOUNDED.**

A list of Casualties on board Her Majesty's ship Arrogant, on the 20th May, 1854, when engaged with the enemy.

William Dingle, B.A., killed instantaneously; shot through the heart.

William Vincent, stoker, mortally wounded; since dead; shot through the abdomen.

William Glover, captain mizen-top, slightly wounded; contusion of back.

Fergus Thomas, private R. M., severe contusion of foot.  
Joseph Brown, A. B., slight contusion of loins.  
Thomas Brunner, ordinary, contusion of hand.  
Signed J. GALLAGHER, M.D., Surgeon.  
Signed H. R. YELVERTON, Captain.

List of wounded on board Her Majesty's ship Hecla, May 20, 1854.  
Captain W. H. Hall, captain, slightly wounded; bruise of right leg from a spent rifle ball.  
O. Crew Read, first lieutenant; a severe but not dangerous wound of left eye and cheek, from a spent rifle ball.  
T. Brock, pilot, slightly wounded; bruise of right thigh from a splinter.  
T. Lambourne, boy, 2nd class; a severe but not dangerous flesh wound of left arm, from a rifle ball.  
John McCarthy, ordinary; hit by round shot, and afterwards drowned.  
(Signed) ROBERT TOTTINGER, Surgeon.

**LATEST NEWS FROM NAPIER.**—Hamburg, May 27.—A telegraphic despatch from Copenhagen, dated 3 p.m. this day, announces that from information to be depended upon, the British fleet, under Sir Charles Napier, was lying before Gustafsvärn on Sunday, the 21st inst., ready for immediate action, and that on Monday a strong cannonading was heard in that direction. This of course puts an end to all speculation as to the truth of a previous telegraphic despatch, that the castle of Gustafsvärn had been destroyed. The French fleet having nearly finished taking in coals end provisions, it is thought, in case the other ships arrive that are immediately expected, that it will put to sea on Monday next.

According to reports from Stockholm up to 23rd May, nothing was known of the taking of Gustafsvärn. The Swedish-Norwegian fleet was then at Elfsanden.

Some weeks ago a paragraph went the rounds of the press, British and Continental, about the schooner (the *Libertas*) belonging to Russian-Scandinavia, having been captured by a British cruiser, placed in charge of English sailors, who were made drunk by the captain, then overpowered and retaken. The whole is now known to be pure invention. The vessel in question was never captured, but was lately sold at Helsingfors.

**THE CUMBERLAND IN THE BALTIC.**—LOSS OF A SWEDISH STEAMER.

A statement has been published that a Swedish vessel had been run down by the Cumberland, and that the crew had perished. We are enabled to present to our readers an account of the accident, from which it will be seen that the crew were all saved:—

"H.M.S. Cumberland, off Gotland, May 9.  
"We left Elfsanden, where we were at anchor for a day and a half, rather in a hurry, as a steamer came in with a signal flying, 'Intelligence to communicate,' and the fleet was ordered to prepare for sailing immediately. The Cumberland and Prince Regent were ordered to remain as we were watering, our large boats being on shore for that purpose. Not, however, approving of being left out of the scramble, we recalled the boats, hoisted them in, and made the signal 'all ready'; and were gratified by being allowed to go. It was a fine sight seeing the steam liners getting up their steam rapidly, and all get under way together. The outlet from the anchorage is occasionally narrow, amongst numerous small islands for about 15 miles. It came on a thick fog very soon, and we lost sight of everything but our steamer towing us—rather critical work, so many ships all going together, with the chance of getting too near each other. One or two ships anchored, but we got out, keeping the leader of our division—the Neptune, Admiral Corry—in sight now and then. About five o'clock it came on to blow a little; about ten I turned in, and about half-past eleven was roused by the electric shock and cry of 'A ship running into us.' I hastened on deck, thinking, of course, that we were in collision with one of our big ships, and found a boat ready for lowering sails all about, but nothing in sight. A Swedish brigantine or schooner was run into us in the fog; she was laden with iron, and went down immediately. The sea was rough, and would have endangered our boat's crew, if lowered; so, as we could see nothing and heard no cry, we held on, and our suspense was soon relieved by the whole crew of the Swede coming aft to the officers, one at a time, as they scrambled in over our sides. God's providence was over them; every man was saved, although their vessel sunk instantly, and it was nearly midnight. It took such a weight off our minds, there being no loss of life. The accident was unavoidable from the denseness of the fog, but the next day it cleared towards evening, and the following morning we sent the crew to a Swedish port by a steamer.

Our men started a subscription amongst themselves for the unfortunate Swedes, seven in number, which with a little addition from the officers made nearly £30, giving them nearly seven pounds each, besides some clothes. You may mention this voluntary act of the men as much as you like, as it is highly creditable to them. The accident occurred on the night of Friday, the 5th inst.

**CRONSTADT NOT IMPREGNABLE.**

The following extract of a letter from the Baltic fleet in England "who live at home at ease" are much dissatisfied with us for not having achieved anything further than the capture of a few merchant ships. However, I can assure you that the Admiral is not to blame, as the ice has not yet disappeared from the upper part of the gulf; but, if it had, I cannot see that we can commence operations upon Cronstadt until the fleet at Helsingfors is either destroyed or disabled. otherwise, we should have it harassing our rear, and placing us between two fires. Again, we must wait until gunboats arrive from England. These gunboats will be of a very light draught of water; and we require also some large flat-bottomed boats, besides at least 2000 soldiers, as we cannot spare 200 men to form a landing party. Many persons consider Cronstadt to be impregnable. This, however, is far from being the case, and I think it might be taken with a comparatively trifling loss. However, I am neither captain nor admiral, but had I a voice in the matter, I would say, by all means silence Alexander Fort, on the north-east part of the island, and simultaneously land a large body of troops in the flat-bottomed boats covered by the fire of the gun-boats and those vessels that can venture close enough; and I believe Cronstadt is not so well garrisoned as to spare many men to oppose the landing. Some of the forts and batteries for the protection of the channel are, I understand, open on the land side, so that while the fleet bombarded the forts in detail, the troops on shore would keep up a galling fire from the heights upon the gunners. There are

certainly two or three redoubts which must only difficulty that I apprehend is, that the Admiralty will send us gunboats totally unfit for the service, as they ought not to draw more than six feet of water, and should be built of sufficient scantling to bear the concussion of heavy artillery."

**ST. PETERSBURG, MAY 21.**—The feeling towards Austria becomes more hostile from day to day. The Emperor is reported to have given opinion an excuse for his policy, but when I entered Hungary, in 1849, I did not trouble myself about public opinion. The excitement of his Majesty is so great that the persons can venture to address him; indeed, it is feared that his religious fanaticism will take a bad end. In spite of the assertions of some of the Russo-German organs to the contrary, there is a great concentration of troops in Poland. The Grenadier corps—about 35,000 or 40,000 strong—will be forwarded from Warsaw to the Austrian frontier by railroad. On the frontiers of the Bukovina and Transylvania there are between 150,000 and 170,000 men. In the course of next month there will be another levy (the fourth in one year) in Poland. The Russian agents have discovered a singular document in Munich, which bears date 1716 (Joseph II.), and is a kind of convention made with Austria, by which the Vladika binds himself, in case of a war between any Christian Power and the Porte, to act against the latter in the Montenegro fashion, which means to rob, plunder, and decapitate.

It is credibly stated that when the 95,000 recruits are raised in Austria, there will be a second levy of 75,000 men.

It appears by a Parliamentary return that there were in New South Wales last year 128 soldiers; Van Diemen's land 854 soldiers, and three officers of the Royal Engineers; in South Australia 51 soldiers, and two officers and miners; in New Zealand 1330 soldiers, exclusive of officers, 35 artificers, 25 sappers and miners, and four officers of the army; and in Western Australia 100 sappers and miners. There were no artificers in Australia.

Mr. Murdoch, one of the Colonies, has been selected a number of women from the workhouse at Perth for free emigration to Australia. About 500 applicants were numbered, and those generally of from eighteen to twenty-five years of age, and the number of 200 in all. The Commissioner passed by who were described as widows. An intelligent woman, who was selected as ward mistress.

**SHIPPING.**

**ARRIVALS.**  
August 17.—City of Melbourne, from Melbourne, Captain Bell, 8th inst. Passengers—Mr. and Mrs. Bell, Mr. and Mrs. W. H. Bell, Mr. and Mrs. J. Bell, Mr. and Mrs. K. Bell, Mr. and Mrs. L. Bell, Mr. and Mrs. M. Bell, Mr. and Mrs. N. Bell, Mr. and Mrs. O. Bell, Mr. and Mrs. P. Bell, Mr. and Mrs. Q. Bell, Mr. and Mrs. R. Bell, Mr. and Mrs. S. Bell, Mr. and Mrs. T. Bell, Mr. and Mrs. U. Bell, Mr. and Mrs. V. Bell, Mr. and Mrs. W. Bell, Mr. and Mrs. X. Bell, Mr. and Mrs. Y. Bell, Mr. and Mrs. Z. Bell, Mr. and Mrs. A. Bell, Mr. and Mrs. B. Bell, Mr. and Mrs. C. Bell, Mr. and Mrs. D. Bell, Mr. and Mrs. E. Bell, Mr. and Mrs. F. Bell, Mr. and Mrs. G. Bell, Mr. and Mrs. H. Bell, Mr. and Mrs. I. Bell, Mr. and Mrs. J. Bell, Mr. and Mrs. K. Bell, Mr. and Mrs. L. Bell, Mr. and Mrs. M. Bell, Mr. and Mrs. N. Bell, Mr. and Mrs. O. Bell, Mr. and Mrs. P. Bell, Mr. and Mrs. Q. Bell, Mr. and Mrs. R. Bell, Mr. and Mrs. S. Bell, Mr. and Mrs. T. Bell, Mr. and Mrs. U. Bell, Mr. and Mrs. V. Bell, Mr. and Mrs. W. Bell, Mr. and Mrs. X. Bell, Mr. and Mrs. Y. Bell, Mr. and Mrs. Z. Bell, Mr. and Mrs. A. Bell, Mr. and Mrs. B. Bell, Mr. and Mrs. C. Bell, Mr. and Mrs. D. Bell, Mr. and Mrs. E. Bell, Mr. and Mrs. F. Bell, Mr. and Mrs. G. Bell, Mr. and Mrs. H. Bell, Mr. and Mrs. I. Bell, Mr. and Mrs. J. Bell, Mr. and Mrs. K. Bell, Mr. and Mrs. L. Bell, Mr. and Mrs. M. Bell, Mr. and Mrs. N. Bell, Mr. and Mrs. O. Bell, Mr. and Mrs. P. Bell, Mr. and Mrs. Q. Bell, Mr. and Mrs. R. Bell, Mr. and Mrs. S. Bell, Mr. and Mrs. T. Bell, Mr. and Mrs. U. Bell, Mr. and Mrs. V. Bell, Mr. and Mrs. W. Bell, Mr. and Mrs. X. Bell, Mr. and Mrs. Y. Bell, Mr. and Mrs. Z. Bell, Mr. and Mrs. A. Bell, Mr. and Mrs. B. Bell, Mr. and Mrs. C. Bell, Mr. and Mrs. D. Bell, Mr. and Mrs. E. Bell, Mr. and Mrs. F. Bell, Mr. and Mrs. G. Bell, Mr. and Mrs. H. Bell, Mr. and Mrs. I. Bell, Mr. and Mrs. J. Bell, Mr. and Mrs. K. Bell, Mr. and Mrs. L. Bell, Mr. and Mrs. M. Bell, Mr. and Mrs. N. Bell, Mr. and Mrs. O. Bell, Mr. and Mrs. P. Bell, Mr. and Mrs. Q. Bell, Mr. and Mrs. R. Bell, Mr. and Mrs. S. Bell, Mr. and Mrs. T. Bell, Mr. and Mrs. U. Bell, Mr. and Mrs. V. Bell, Mr. and Mrs. W. Bell, Mr. and Mrs. X. Bell, Mr. and Mrs. Y. Bell, Mr. and Mrs. Z. Bell, Mr. and Mrs. A. Bell, Mr. and Mrs. B. Bell, Mr. and Mrs. C. Bell, Mr. and Mrs. D. Bell, Mr. and Mrs. E. Bell, Mr. and Mrs. F. Bell, Mr. and Mrs. G. Bell, Mr. and Mrs. H. Bell, Mr. and Mrs. I. Bell, Mr. and Mrs. J. Bell, Mr. and Mrs. K. Bell, Mr. and Mrs. L. Bell, Mr. and Mrs. M. Bell, Mr. and Mrs. N. Bell, Mr. and Mrs. O. Bell, Mr. and Mrs. P. Bell, Mr. and Mrs. Q. Bell, Mr. and Mrs. R. Bell, Mr. and Mrs. S. Bell, Mr. and Mrs. T. Bell, Mr. and Mrs. U. Bell, Mr. and Mrs. V. Bell, Mr. and Mrs. W. Bell, Mr. and Mrs. X. Bell, Mr. and Mrs. Y. Bell, Mr. and Mrs. Z. Bell, Mr. and Mrs. A. Bell, Mr. and Mrs. B. Bell, Mr. and Mrs. C. Bell, Mr. and Mrs. D. Bell, Mr. and Mrs. E. Bell, Mr. and Mrs. F. Bell, Mr. and Mrs. G. Bell, Mr. and Mrs. H. Bell, Mr. and Mrs. I. Bell, Mr. and Mrs. J. Bell, Mr. and Mrs. K. Bell, Mr. and Mrs. L. Bell, Mr. and Mrs. M. Bell, Mr. and Mrs. N. Bell, Mr. and Mrs. O. Bell, Mr. and Mrs. P. Bell, Mr. and Mrs. Q. Bell, Mr. and Mrs. R. Bell, Mr. and Mrs. S. Bell, Mr. and Mrs. T. Bell, Mr. and Mrs. U. Bell, Mr. and Mrs. V. Bell, Mr. and Mrs. W. Bell, Mr. and Mrs. X. Bell, Mr. and Mrs. Y. Bell, Mr. and Mrs. Z. Bell, Mr. and Mrs. A. Bell, Mr. and Mrs. B. Bell, Mr. and Mrs. C. Bell, Mr. and Mrs. D. Bell, Mr. and Mrs. E. Bell, Mr. and Mrs. F. Bell, Mr. and Mrs. G. Bell, Mr. and Mrs. H. Bell, Mr. and Mrs. I. Bell, Mr. and Mrs. J. Bell, Mr. and Mrs. K. Bell, Mr. and Mrs. L. Bell, Mr. and Mrs. M. Bell, Mr. and Mrs. N. Bell, Mr. and Mrs. O. Bell, Mr. and Mrs. P. Bell, Mr. and Mrs. Q. Bell, Mr. and Mrs. R. Bell, Mr. and Mrs. S. Bell, Mr. and Mrs. T. Bell, Mr. and Mrs. U. Bell, Mr. and Mrs. V. Bell, Mr. and Mrs. W. Bell, Mr. and Mrs. X. Bell, Mr. and Mrs. Y. Bell, Mr. and Mrs. Z. Bell, Mr. and Mrs. A. Bell, Mr. and Mrs



**BARQUE SULTANA**, 280 tons register, will carry 960 tons.  
**FORT AND CO.** have received instructions  
to sell by public auction, at the Rooms, Pitt-  
on, **TUESDAY**, the 22nd August, at 11 o'clock,  
splendid teak-built barque **Sultana**, 280 tons register, will  
carry 960 tons.  
The fine vessel was built at Java, in 1848, of the very best tim-  
ber, and was heavily coppered in September, 1851. Her dispen-  
ses are as follows:—  
Length ..... 100 feet  
Breadth of beam ..... 26 feet

Depth of hold.....	20
Depth of water when loaded.....	24
Accommodations are good, and the rate.....	134

is supplied with a capital long-boat and gear, or sails, ground tackle, gear, &c., are first-rate, and she has an inventory, comprising every requisite.

together the Sultana is a very superior vessel, strong, well secured, her between-decks all laid and paid, and she can sail to sea at a day's notice without any expense. She has cargo from Java in beautiful order, and she is intended for that or the China or Mauritius trade.

may be inspected as she now lies off Captain Smith's Wharf,  
New York Point.  
Copies of the inventory, and further particulars, may be obtained  
from the Rooms of the Auctioneers.  
Particular attention is directed to the valuable and extensive li-  
brary of this vessel.

**Terms at sale.**

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Splendid Building Sites,  
GLENMORE ROAD,  
DUBLIN, THE RESIDENCE OF

**P**ORT and CO. have instructions to sell by public auction, at the Rooms, Pitt-street, o'clock on **FRIDAY, August 30,** the following Building Sites, having considerable frontage each to the Glamore Road.

These allotments occupy a beautiful situation for the purposes, and command an extensive and varied view, and is not equalled by any in the suburbs. The purchaser of lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821,

Terms at sale.

**WYNFORD-SQUARE.**  
Site for a Bank, Offices for a Public Company, Ware-  
houses, Premises, or first-rate Hotel.  
CORNER OF YORK AND BARRACK STREETS.

**P**ORT and CO. have received instructions to sell by public auction, at the Rooms, Piccadilly, at 11 o'clock, on WEDNESDAY, 23rd August, That choice block of land, having  
83 feet to York-street,  
75 feet to Harrack-street,  
and bounded on the back by a reserved lane, 18½ feet wide.  
This block of land is situate at the corner of York and Harrack streets, on the principal thoroughfare from the Strand to Riseney Market (on the opposite side of the street to the Strand).

ing Harbour. It adjoins G. Thorne and Co.'s new wharf, immediately opposite to the Oriental Bank, close to the wharf of the New Banks of New South Wales and Commercial Banking Company, and the New General Post Office, and is admirably fitted for a site for a Bank, Offices for a Public Company, extensive Mercantile Premises, or First Class Hotel.

Plan on view at the Rooms.

Terms liberal, to an approved purchaser.

**Preliminary Notice**

**T**ORT AND CO., of Sixty-two Building  
Allotments, admirably adapted for the man-  
ufacture of the better class of mechanics and artisans.  
The above will be sold on lease for 55, 60, and 95 years, at the  
option of the purchaser, and will be put up at the following open  
sale by Auction on the Ground, on MONDAY, the 21st of  
AUGUST next, by  
**A.—CHURCH-STREET, PYRMONT.**

No. of Lot.	Site and View.	Dimensions.		Annual Rent, if Leased for					
				33 Years	66 Years	99 Years			
		ft. in.	ft. in.	\$ s. d.	\$ s. d.	\$ s.			
32	Frontage to Mill-street and view to Elizabeth Bay.....	25	0 x 60	0	0	0	1	2	4
37									
41									

26	Prontage to a reserved lane, 20 feet wide. View same as above. ....	25	0	x	45	0	3	18	0	6	17	0	11
26	Prontage to Point-street. View same as above. ....	25	0	x	55	0	02	0	x	35	0	11	0

Ditto, ditto.	23	0	x	35	0				
	44	0	x	25	0	11	8	0	14
Corner allotment, same view as above.	35	0	x	35	9				
	25	0	x	44	0	8	15	6	17
Corner allotment, frontage to Point-street and reserved lot.	60	0	x	33	0				

Frontage to Point-street.	40	x	30	0	11	8	0	14	5	8	17	1
	47	10	x	23	0							
	30	0	x	37	0	11	8	0	14	5	8	17
<b>B. HARRIS-STREET.</b>												
Frontage to a reserved street.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
	30	0	x	67	0	0	0	0	7	10	0	24

Ditto .....	20	0	x	67	5	6	0	0	7	10	5	11
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[illegible][illegible]

Water frontage to Jones' Bay .....	60	x	00	0						
	13	0	x	78	0	14	0	18	12	0
Ditto ditto .....	32	0	x	00	0	7	14	0	9	0
Frontage to Harris-street and reserved land .....	30	0	x	00	0	0	0	0	7	10

Frontage to two reserved streets	90	0	0	40	0	4	0	0	6	15	0	2	4
--	----	---	---	----	---	---	---	---	---	----	---	---	---

Frontage to a reserved street	30	0	x	50	0	5	0	7	3	0	21
Ditto	32	0	x	68	0	7	3	0	9	13	0
Ditto	22	0	x	78	0	7	14	0	10	10	0
Frontage to Bowman - at 49 feet	45	0	x	80	0						
	18	0	x	65	0	15	15	0	10	3	21

Terms-To be paid quarterly, in advance.

a purchaser on the fall of the hammer, is to receive his share, and to execute a counterpart, the cost of which is to be paid by him. The other with one quarter's rent in advance.

JOSEPH BART and CO., in further explanation of the foregoing advertisements, are instructed to state the following will be the arrangements at the sale of THE PYRMONT LEASHHOLD:-

Each lot numbered above will be put up at the quarterly rent stated in the preceding advertisement, and will be sold up to 33, 66, or 99 years, at any advance upon the stated price may be offered.

And the lease will be delivered to him at the time of the

The purchaser is required to execute a counterpart. The assignor will be bound by the lease if he or she is a party to it. If one of the lease will have to be borne by the purchaser.

The vendor will be prepared to execute an agreement to convey the land according to an easy scale of general fine, which will be made at the time of the sale, on condition that the lessee shall be in a substantial and permanent manner. If a building worth £100 is erected, the lessee may have a renewed lease for 99 years; if worth £400, for 66 years; and if worth £800, he may renew his lease for 33 years.

Arrangements may be made by purchasers with the vendor to purchase the land on a long lease, for example, timber, stone, etc., for a period of 99 years, or for a shorter period.

a supply of building materials, and  
 (fragnated iron), on credit repayable by monthly instalments,  
 commencing after the completion of the building.  
 The plans and the various allotments are on view at Messrs. Met  
 Co.'s; and at Hulton and Barrow's, George-street.

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An extensive and valuable stock of  
 Modern and Valuable Household  
 Furniture, &c., &c.  
 To Parties furnishing and others.  
**HARLES COTTRELL** has been instructed  
 to sell the Blue Mountain Inn,  
 &c., &c., &c.

BY MR. B. HRETTEH, Or last  
 burst Road (who has retired from business): to sell by auction,  
 WEDSDAY, the 22nd instant, at noon, at the House No.  
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835,

whole of which has been brought to the notice of the  
to the highest bidder, without any reserve.  
Terms at sale.

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**CASH ADVERTISEMENTS** for insertion in the  
**SYDNEY MORNING HERALD** will be received by Mr.  
F. FINNEY, Chamberlain, Parramatta-street; and Mr. J.  
SHIRE, Surrey House, South Head Road, until 5 o'clock  
on every evening.

Printed and published by JOHN FAIRBANK, at  
the "Morning Herald" Printing Office, Lower George-street,  
on Saturday, August 17, 1864.

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